

and made progress difficult, the ships sighted the Halifax light vessel early in the afternoon of 27 January; and, soon thereafter, they helped the crippled transport to a safe haven.

Later that winter on 8 March 1920, *Acushnet* went to the aid of the steamer *Guilford*, which had run aground near Nantucket shoals. The tug *Pocahontas* had arrived on the scene beforehand and had removed the crew from the leaking ship whose pumps had been choked by debris. *Acushnet* soon arrived on the scene and took the derelict in tow. She then brought the ship, valued at \$630,000 into Vineyard Haven, Mass., arriving on 10 March, where it could be salvaged and returned to service.

However, new duties in the enforcement of the 18th Amendment and the Volstead Act placed new responsibilities on the Coast Guard, presenting it with a task of some magnitude. Prohibition proved tough to enforce, as *Acushnet* and other cutters discovered. *Acushnet's* first brush with a denizen of "rum row" was an encounter, on 11 October 1921, with the schooner *J. B. Young*, off Nantucket. The cutter warned the craft to stay outside the three-mile limit, and the latter complied obediently—for a while. However, as soon as *Acushnet* steamed away, *J. B. Young* reversed course and touched at Vineyard Haven harbor to do a brisk business in her illicit liquor.

Later, the day before Christmas of 1921, with *Acushnet* on her yearly "winter cruising," the cutter chanced across the small steam tug *Harbinger*—the latter laden with 300 cases of Black and White Scotch whiskey—and escorted her into Boston to see that she unloaded none of her cargo of spirits, and later, to Newport, R.I. At each stop, federal law enforcement officials saw to it that the craft remained fully loaded.

In December 1922, *Acushnet* was provided with an opportunity to perform her primary function, that of aiding ships in distress, and her auxiliary function, the suppression of the boot-leg liquor trade, when she went to the aid of the schooner *Salvatrice*. The latter, discharging her illegal cargo, became caught in an Atlantic gale that nearly crippled her. *Acushnet* took the craft into Boston harbor, her pumps maintaining a successful battle to keep her "prize" afloat. Later, in 1924, *Acushnet*, in company with Customs' vessels, seized the rum-running yacht *Fantensa*.

Besides attempting—sometimes unsuccessfully—to stem the flow of illegal liquor into the United States, Coast Guard cutters also took part in operations clearing wrecks and derelicts from the sealanes off the coasts and in inland waterways.

On 7 May 1924, *Acushnet* found the waterlogged schooner *James C. Hamlen* aground and at anchor; later, in company with tugs *Commissioner* and *Alert*, *Acushnet* succeeded in towing the schooner into Vineyard Haven so that she could be restored to service. In less than a year, *Acushnet* would again be involved in salvage work. On the morning of 13 January 1925, she was summoned to the entrance to Nauset harbor, on the eastern end of Cape Cod, Mass., where submarine *S-19* (SS-124) had run aground. Later that day, ships—including *Acushnet* and USCGC *Tampa*—converged on the scene to render assistance. Ultimately, salvage vessels hired by the Navy to perform the operation enabled the release of the Coast Guard vessels and successfully brought *S-19* from her perch on the rocks.

In the spring of 1928, *Acushnet* cleared the sea lanes of two menaces to navigation. The first consisted of the wreckage of a wooden ship which she picked up some 5 miles south of the Northeast Light vessel at the entrance to Delaware Bay and towed inside the Delaware breakwater where the Lewes, Del., station crew beached it. The second was another mass of wreckage (possibly from the same vessel) in the same general area which she handled in the same manner as she had used with the first. The following November, the Coast Guard destroyer *Henley* spotted a derelict—the floating derrick *Van Frank No. 2* and turned it over to *Acushnet*, which towed it into Sandy Hook Bay and secured it on 10 November 1928. Ironically, the same ships picked up the same derelict exactly one year later, on 10 November 1929, merely repeating the procedure.

On 15 January 1932, the steamship *Lemuel Burrows*, while en route from Boston to Newport News, Va., rammed the Coast Guard destroyer *Herndon* as the latter steamed on patrol off the fog-bound coast, some 50 miles southwest of Montauk Point. Due to the fog and to the fact that *Herndon's* radio transmitters had been rendered inoperative by the collision, the destroyer's identity remained a mystery until the repairs to her transmitters enabled her to transmit distress signals within a half hour of the collision. Upon receipt of word of *Herndon's* plight, *Acushnet*

departed her base at Woods Hole and sped to the scene to render assistance. By the time she arrived in the vicinity, a boat from *Lemuel Burrows* had located *Herndon* in the pea-soup fog, and the former had taken the latter under tow. *Acushnet* then took over the towing duties from the merchantman and brought the disabled destroyer into Boston for repairs.

However, *Acushnet's* Coast Guard days were numbered. Toward the middle of the 1930's, the Navy had perceived a pressing need for tugs and turned to the Coast Guard for help until new construction could fill the gap. As a result, the Coast Guard delivered *Acushnet* to the Navy at the Norfolk Navy Yard on 30 May 1936. During the ensuing two months, the ship was fitted out for naval service; and, on 1 September 1936, *Acushnet*—classified as an oceangoing tug and designated AT-63—was commissioned, Lt. Percy S. Hogarth in command.

Over the next five years, *Acushnet* operated in the 5th Naval District, operating primarily between the Norfolk Navy Yard at Portsmouth, the Naval Operating Base (NOB), Norfolk, and such ports as Yorktown, Va., Dahlgren, Va., and Indian Head, Md., as well as Washington, D.C., Baltimore and Annapolis, Md., towing barges and lighters within the confines of the 5th Naval District. Besides her routine towing voyages up and down the Potomac and into the Tidewater regions, *Acushnet* performed other duties as required. She towed a cargo of condemned ammunition from the naval ammunition depot at Julien's Creek, Va., to the 100 fathom curve off the Southern Drill Grounds and dumped it on the night of 5 October 1939; she towed targets for the battle practices of the heavy cruisers *San Francisco* (CA-38) and *Quincy* (CA-39) on 7 and 8 November 1939; she pulled ex-*Nereus* (AC-3) to her lay-up berth in the James River, in the "Ship Graveyard" off Fort Eustis, on 13 November 1939; and towed targets for the new destroyers *Morris* (DD-418) and *Gleaves* (DD-423) between 18 and 21 November 1940.

Acushnet's duties changed little after the United States entered World War II. She continued her operations in the Chesapeake Bay region, touching at points on the Potomac River and along the Maryland and Virginia coasts, as before. *Acushnet* remained attached to the 5th Naval District until June 1944, when she was temporarily assigned duties in the Panama Sea Frontier. Shortly before this change of station, the ship was reclassified an "oceangoing tug, old," and redesignated ATO-63.

Departing Norfolk on 28 June 1944, *Acushnet* reached Balboa, Canal Zone, on 13 July, via Havana, Cuba, and operated under the auspices of the Panama Sea Frontier until returning to Norfolk on 11 August 1944.

Shortly after resuming her operations in the Tidewater area, *Acushnet* was returning from the Southern Drill Grounds during heavy weather on the evening of 13 September 1944 with target raft no. 67 in tow, when the latter drifted and damaged the tug's rudder to such an extent that *Acushnet* had to be taken in tow by the destroyer escort, *Clarence L. Evans* (DE-113). *Sciota* (ATO-30) took over the tow from the destroyer escort soon thereafter.

However, by 1000 on the following morning, the storm had attained hurricane force, and by 0100 on the 15th the wind had reached 95 knots. Target raft no. 67 soon parted company from *Acushnet* and ran aground. Later, as the wind and seas diminished, the Coast Guard tug *Carrabasset* (ATCG-1) took over towing the venerable *Acushnet* and brought her safely to Norfolk. The tug underwent repairs at Norfolk for the next two weeks and then resumed her towing duties on the Potomac River and in the Chesapeake Bay region.

Acushnet thus spent the remainder of World War II operating in the 5th Naval District, indeed as she had done throughout her career in the Navy. However, because of the construction of a new generation of powerful fleet tugs, there was no place in the postwar Navy for such veterans as *Acushnet*. Declared surplus to Navy needs on 20 September 1945, *Acushnet* was decommissioned at Berkeley, Va., on 14 December 1945. Struck from the Naval Vessel Register on 8 January 1946, *Acushnet* was transferred to the Maritime Commission for disposal on 12 December 1946.

Adair

Counties in Iowa, Kentucky, Missouri, and Oklahoma.

On 23 August 1942, the name *Adair* was assigned to APR-1, which was to be the first of a class of 11 projected rescue trans-

ports whose construction had been approved by the Chief of Naval Operations on 19 January 1942. These vessels were intended to accompany transatlantic convoys to rescue survivors of any ships which were sunk by U-boats during the crossing. However, the pace of early wartime warship construction so overloaded the Nation's shipbuilding capabilities that the class was canceled on 12 March 1943 before contracts for construction of any of these ships could be let.

I

(APA-91: dp. 13,143 (lim.); l. 473'1"; b. 66'0"; dr. 25'0" (lim.); a. 18.6 k (tl.); cpl. 555; trp. 1,514; a. 2 5", 4 40mm, 18 20mm.; cl. *Windsor*; T. C2-S-A3)

Adair (APA-91) was laid down under a Maritime Commission contract (MC hull 594) as SS *Excheater* on 28 July 1943 at Sparrows Point, Md., by the Bethlehem-Sparrows Point Shipyard, Inc.; launched on 29 February 1944; sponsored by Mrs. Elsie N. Keefer; acquired by the Navy on 15 July 1944; and commissioned that same day, Capt. S. P. Comly in command.

A little more than a month later, after shakedown training in Chesapeake Bay and logistics at Norfolk, the attack transport departed that port on 21 August, bound ultimately for the central and western Pacific. She transited the Panama Canal on 27 August and, after stops at the California ports of San Diego and San Pedro, continued west to Pearl Harbor where she arrived in mid-September. There, she embarked the 13th and 135th Naval Construction Battalions and got underway for the Mariana Islands on the 29th. En route, the attack transport made an 11-day stop at Eniwetok in the Marshall Islands from 8 to 19 October. The ship disembarked her passengers at Tinian Island in the Marianas on 26 October and made a five-day visit to Saipan between 27 and 31 October.

Following her visit to Saipan, *Adair* embarked upon an 11-week assignment in the southwestern Pacific with the 7th Fleet. She reported for duty to the Commander, 7th Fleet, on 5 November and, for one month thereafter, made short voyages between ports in the southwestern Pacific including Hollandia and Finschhafen in New Guinea and Manus in the Admiralty Islands. On 5 December, she concluded that series of voyages at Noemfoor, an island of the Schouten group located just north of the western portion of New Guinea. There, she began preparations for her part in the impending assault on Luzon.

Adair embarked elements of the Army's 158th Regimental Combat Team and—after maneuvers at Japen Island on 2 January 1945 and a refueling stop at Mios Woendi—got underway for Lingayen Gulf on 4 January. Although her formation's passage to northwestern Luzon was marked by frequent air alerts and at least one underwater sound contact, the transport and her ships experienced no actual hostile action. *Adair* carried troops assigned to the Reinforcement Group and, consequently, did not participate in the 9 January initial assault. She entered the gulf on the night of 10 and 11 January, and *Adair* had completed unloading by nightfall. On her voyage from Lingayen Gulf to Leyte, she continued her charmed life though air attacks occurred sporadically. At Leyte, she embarked elements of the Army's 12th Cavalry Regiment for transportation to the Luzon campaign. On the return voyage, air attacks resumed *Adair* came through unscathed, but companion ship *Shadwell* (LSD-15) suffered a damaging kamikaze crash on the 24th that forced her to return to Leyte for repairs. At Lingayen, *Adair* disembarked the cavalymen and took casualties on board for the return voyage to Leyte.

Early in February, the attack transport voyaged from Leyte to the southern Solomons to prepare for the last major amphibious assault of the war, the invasion of Okinawa. She concluded her stay in the Solomons with a week of maneuvers and then departed Guadalcanal on 15 March with elements of the 4th Marines and of the 11th Construction Battalion (Special) embarked. She stopped at Ulithi Atoll in the Western Carolines between the 26th and 28th and then continued on to the Ryukyus. *Adair* and her companions arrived off the objective before sunrise on D day, 1 April, and began unloading equipment and disembarking troops at dawn. A shore battery opened fire on the transports, but heavy ships of the gunfire support group quickly silenced it, permitting the unloading to continue. That night, she and other transports retired to a safer area at sea to the west of Okinawa. She continued that routine—daylight unloading at the Hagushi

beaches alternated with night retirements to the East China Sea—until 5 April. Air alerts continued throughout the period though *Adair* escaped direct attack.

On 5 April, the ship departed the Ryukyus in company with a convoy bound for Saipan. She stopped only briefly in the Marianas before resuming her voyage via Pearl Harbor to San Francisco, which port she entered on 27 April. After voyage repairs, the attack transport embarked men and equipment of the 1022d Construction Battalion and departed the west coast on 18 May for a round-trip voyage to Guiuan on Samar Island in the Philippines. She concluded that mission at San Francisco on 20 July by disembarking soldiers returning for discharge. On 2 August, she returned to sea carrying replacements to the Fleet. On the day she crossed the International Dateline, 14/15 August, the Japanese capitulated; and hostilities formally ended.

Adair dropped off her passengers at Eniwetok on 5 September and continued on to the Philippines. She made stops at Tacloban on Luzon, Guiuan on Samar, and at Panay Island before clearing the archipelago on 14 September with occupation troops embarked for Korea. She returned to the Philippines late in September and loaded additional occupation troops. After carrying those men to Jinsen, Korea, early in October, she shaped a course for Okinawa on the 16th. The attack transport loaded marines during her brief stop in the Ryukyus and then got underway for the west coast. She arrived in San Diego on Armistice Day 1945.

Adair made one more round-trip voyage to the western Pacific in December and January. She carried replacements to Guam where she replaced them with another draft of replacements bound for Tientsin, China. At Tientsin and Shanghai, she loaded her last group of returning veterans and headed home. She reached the west coast early in 1946 and there found orders sending her to the east coast and inactivation. The attack transport arrived in Norfolk, Va., on 8 March 1946.

Adair was placed out of commission at Norfolk on 30 April 1946. She was delivered to the Maritime Commission's War Shipping Administration for disposal on 3 May 1946, and her name was struck from the Navy list on 8 May 1946. The former attack transport was sold sometime in 1947 to American Export Lines Inc., of New York City. She was refitted for mercantile service and served as SS *Express* for over two decades, first with the American Export Lines, Inc., and, near the end of her career, with the Mutual Steamship Operating Co. Sometime between early 1970 and early 1971, her name disappeared from mercantile lists.

Adair earned two battle stars during World War II.

Adak

An island in the central Andreanof Islands of the Aleutian chain. During World War II, it was developed into an air base to attack Japanese-occupied Kiska.

Adak (YFB-28)—a projected ferryboat authorized on 3 March 1942—was apparently never laid down, and her construction was cancelled on 14 November 1944.

Adamant

While still on the building ways, *Adamant* (AMc-61) was renamed *Acme* (AMc-61) (q v) on 17 May 1941.

I

(AMc-62: dp. 185; l. 97'1"; b. 22'0"; dr. 9'0"; s. 10.0 k; cpl. 17; a. 2 .50-cal. mg.; cl. *Accentor*)

Adamant (AMc-62) was laid down on 31 March 1941 at Greenport, Long Island, N.Y., by the Greenport Basin & Construction Co. as *Advance*; renamed *Adamant* on 17 May 1941; launched on 7 June 1941; sponsored by Mrs. Kelly Hunter, a niece of Secretary of the Treasury Henry Morgenthau, Jr.; and placed in service on 26 September 1941 at the New York Navy Yard, Lt. (jg.) R. A. L. Ellis, USNR, in charge.

The coastal minesweeper completed fitting out at Brooklyn, N.Y., before getting underway on 23 October 1941 for Hampton

Roads, Va. She arrived at Norfolk the following day and reported for duty to the Commandant, 5th Naval District. She completed shakedown training in Chesapeake Bay and, on 13 November, began duty with the 5th Naval District Inshore Patrol forces. She operated in and around Norfolk until late May 1944 when she was reassigned to the 1st Naval District. She arrived at Boston, Mass., on 29 May 1944 and served in New England coastal waters until June 1945. On 18 June 1945, *Adamant* departed Boston for Charleston, S.C. She arrived at her destination on 28 June and served for almost six months in the 6th Naval District. On 18 December 1945, the minesweeper was placed out of service at Charleston. Although her name was struck from the Navy list on 8 January 1946, the former warship remained in Navy custody at Charleston for another 14 months. On 3 March 1947, she was sold to Mr. Lloyd Lambert, of Baltimore, Md., for scrapping.

Adams

The brig, frigate, and screw gunboat named *Adams* all honored John Adams, the second President of the United States and an ardent champion of the Navy. See *John Adams (q.v.)* for his biography.

Adams (DM-27) was named in honor of Samuel Adams, born at Northampton, Mass., on 10 April 1912. Appointed to the Naval Academy from Massachusetts' 2d Congressional District in 1931, Adams graduated in 1935. Following sea duty in the battleships *West Virginia* (BB-48) (28 June to 19 July 1935), and *Tennessee* (BB-43) (19 July 1935 to 2 January 1938), Adams underwent flight instruction at the Naval Air Station, Pensacola, Fla., and was designated a naval aviator on 17 January 1939. Promoted to lieutenant (j.g.) soon thereafter, he served a brief tour of duty in the *Saratoga* (CV-3) air group from 12 April to 12 May 1939, before he was assigned to Bombing Squadron (VB) 5, attached to the aircraft carrier *Yorktown* (CV-5) on 13 May 1939.

Yorktown, to which VB-5 was attached, operated with the Pacific Fleet until the spring of 1941, when she was transferred to the Atlantic. Early in this period, VB-5 operated off *Ranger* (CV-4) as VB-5 and other *Yorktown* squadrons exchanged with units from that carrier, carried out neutrality patrols in the North Atlantic. Adams remained with the squadron through its transition at Norfolk from the Northrop BT-1 to the famous Douglas SBD "Dauntless," and flew patrols from *Yorktown* when that carrier covered convoys in the North Atlantic in the fall of 1941.

Soon after Pearl Harbor, *Yorktown* returned to the Pacific, and took part in the raids on Japanese advanced bases in the Marshalls and Gilberts. Adams, by that point one of the more senior pilots in the group, led a section of SBDs from VB-5 in raids on Japanese shipping and installations at Jaluit on 1 February 1942. A little over a month later, he again led a section, in the combined *Yorktown-Lexington* (CV-2) air group strike on Japanese shipping off Lae and Salamaua, New Guinea, on 10 March 1942. He also led sections in the raids on Tulagi (4 May 1942) and in the Battle of the Coral Sea (7 and 8 May 1942). For his performance in those engagements in the first six months of the war, he received two Navy Crosses.

Although VB-5 had performed arduous duty in the early war-time period, the circumstances prevailing shortly before the Battle of Midway meant that there would be no rest for it. Temporarily redesignated as "Scouting" Squadron 5, VB-5 returned to the fray in *Yorktown*, which had been hastily repaired after being damaged in the Coral Sea.

During the action at Midway on 4 June 1942, dive bombers from *Yorktown* and *Enterprise* mortally damaged three of the Japanese striking force's four carriers. Adams and his wingman, Lt. Harlan R. Dickson, were among the VB-5 pilots assigned a search sector in the effort to locate *Hiryu*, the one carrier left undamaged.

They found their quarry, and though Adams and Dickson were attacked by a "Zero" fighter, Adams radioed a precise contact report which enabled a striking group of planes from *Enterprise* (CV-6)—including those from *Yorktown's* orphaned VB-3—to locate *Hiryu* and score hits that knocked her out of the battle and led to her ultimate abandonment.

The next afternoon, while flying a search mission from *Enterprise*, Adams spotted the Japanese destroyer *Tanikaze*. As he began his dive, he urged his wingmen to take their time in order to make accurate attacks. His SBD dove into the cloud cover,

and was never seen again. Adams and his radioman, Aviation Radioman 1st Class Joseph J. Karrol, fell to the destroyer's anti-aircraft fire.

For his significant role in the Battle of Midway, Adams was posthumously awarded a third Navy Cross.

I

(Fr: t. 530; lbp. 113'; b. 34'; dph 10'9"; cpl. 220; a 24 12-pdrs)

The first *Adams*—a frigate rated at 28 guns—was laid down in 1797 at New York City by John Jackson and William Sheffield and launched on 8 June 1799. Capt. Richard Valentine Morris took command of the ship.

The frigate departed New York in mid-September 1799 and headed for the West Indies to protect American shipping from attacks by French privateers. She arrived at Saint Christopher on 10 October and soon began cruising nearby waters in search of French men of war and any prizes which had been captured by warships flying French colors.

Later that month, she recaptured the brig *Zylpha* and assisted *Insurgent* in taking an unidentified 4-gun French privateer and freeing an English brig and a schooner from Boston which that vessel of prey had seized.

On 12 November, she again teamed with *Insurgent* in recapturing the 14-gun English brig *Margaret*. On the 15th, they took the French privateer *Le Onze Vendémiaire*. On the 20th, they cooperated in liberating the schooner *Nancy* which had struck her colors on the 18th.

On 10 January 1800, *Adams* and *Eagle* made the French schooner *La Fouguese* their prize and, late in the month, *Adams* recaptured the schooner *Alpha*. Two more French schooners, *L'Heureuse Rencontre* and *Isabella* fell into her hands in February. The following month, she freed the sloop *Nonpareil* and she did the same for the schooner *Priscilla* in April.

But *Adams'* most successful month came in May when she recaptured an unidentified schooner and teamed up with *Insurgent* once more in freeing a British letter of marque. During the same month she also recaptured another schooner named *Nancy*, one called *Grinder*, and an unidentified brig while capturing the brig *Dove* and the schooner *Renommée*.

In need of repairs, *Adams* returned to New York in July 1800, but early in the fall headed back to the Caribbean under the command of Capt. Thomas Robinson. However, on this cruise, she did not have the success which she had enjoyed under Capt. Richard Morris but for the most part was limited to patrol and escort duty. She did manage to recapture the British schooner *Grendin*, but the date of the action is unknown. On 23 March, the Secretary of the Navy ordered her home and she was laid up at New York.

However, trouble in the Mediterranean prevented her respite from being long. The Barbary states on the northern coast of Africa were capturing American merchantmen attempting to trade in that ancient sea and enslaving their crews. *Adams* was reactivated in the spring of 1802 under the command of Capt. Hugh George Canfield. On 10 June 1802, she departed New York and headed for the Strait of Gibraltar carrying orders for Commodore R. V. Morris, her first commanding officer who was now in command of the American Mediterranean Squadron. She arrived there on 22 July and remained in that port blockading the Tripolitan cruiser *Meshuda* lest she escape and prey on American shipping. It was not until 8 April 1803 that she was freed of this duty. She then joined the rest of Morris' squadron in operations of Tripoli.

However, as a squadron commander, Morris seemed to have lost the dash and daring he had displayed in operations against the French in the West Indies while in command of a single ship. His indecisiveness in the Mediterranean prompted Washington to order his recall and he sailed for home in *Adams* on 25 September. The frigate carried Morris to Washington and was placed in ordinary at the navy yard there in November 1803.

Reactivated under command of Capt. Alexander Murray in July 1805, *Adams* cruised along the coast of the United States from New York to Florida protecting American commerce. In the autumn of the following year she was again laid up in Washington and—but for service enforcing the Embargo Act in 1809—remained inactive at the nation's capital until the outbreak of the War of 1812. In August 1811 she became the receiving ship at the Washington Navy Yard.

In June 1812, *Adams* was cut in half amidships and lengthened 15 feet in the course of being completely rebuilt as a sloop-of-war. Commanded by Capt Charles Morris, she was ready for action by the end of the year, but was bottled up in the Chesapeake Bay by blockading British warships until she finally managed to slip out to sea on 18 January 1814. She cruised in the eastern Atlantic and along the African coast and took five merchantmen prizes before putting in at Savannah, Ga., in April.

Underway again in May, she headed for the Newfoundland Banks and ultimately sailed eastward to waters off the British Isles. During this cruise, she took five more merchant ships, chased two more into the Shannon River, and barely managed to escape from a much larger British warship. Near the end of her homeward passage, she ran aground on the isle of Haute on 17 August 1814 and was damaged seriously. Skillful seamanship aided by a rising tide managed to refloat the ship and despite heavy leaking she made it into the Penobscot River and reached Hampden, Maine. There on 3 September 1814, she was scuttled and set ablaze to prevent capture by a large and powerful British squadron.

Adams—a newly constructed 200-ton brig—was purchased during the summer of 1812 by General William Hull, the Army commander at Detroit (now in Michigan) to add to the defenses of that forward outpost. However, before the ship could be armed, Hull surrendered her along with Detroit on 16 August 1812. The British armed the prize and commissioned her as HMS *Detroit*. She and HMS *Caledonia* gave the British undisputed control of Lake Erie. All changed early on the morning of 9 October 1812 when a boat expedition commanded by Lt. Jesse D. Elliott captured the two vessels right under the muzzles of the guns at Fort

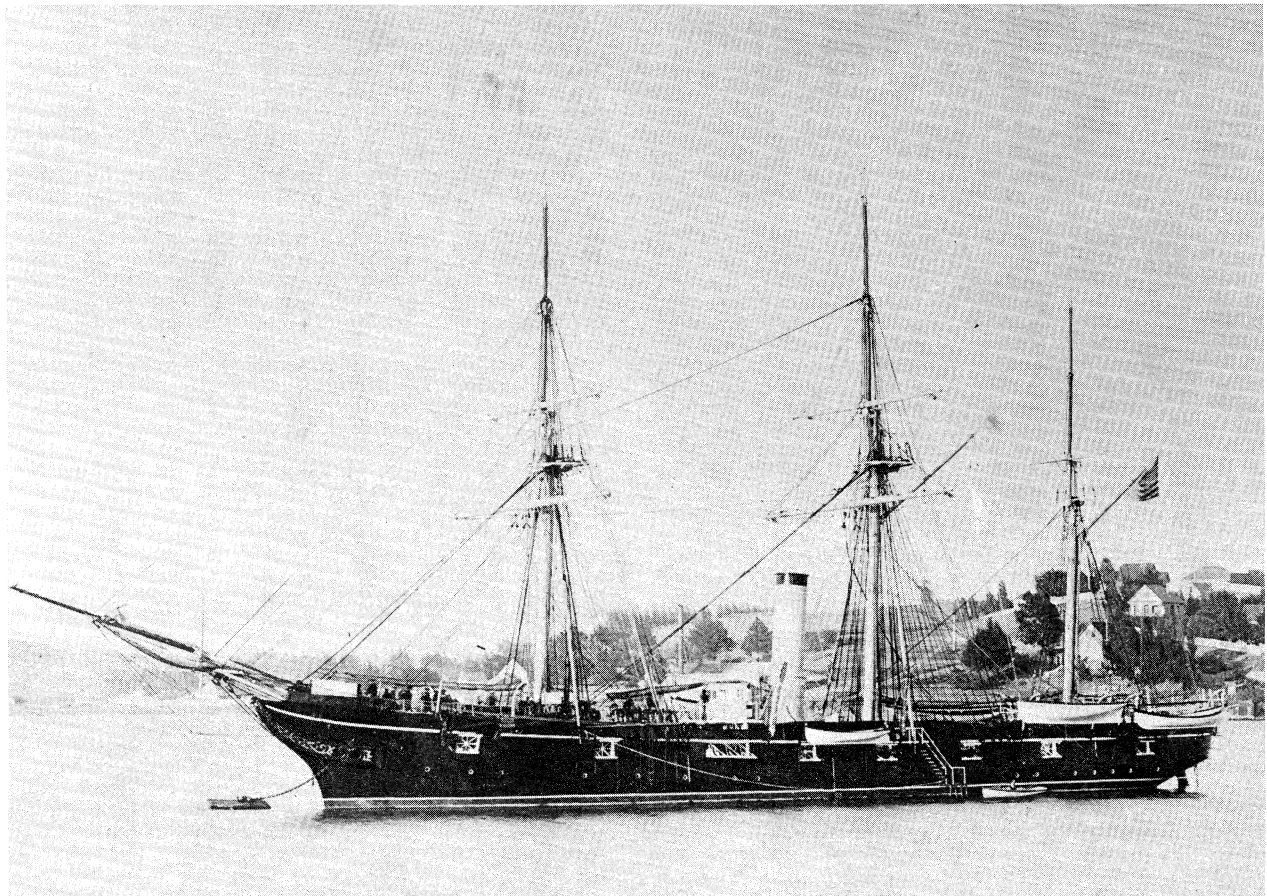
Erie. *Caledonia* made it safely to the temporary American base at Black Rock, but *Detroit*, owing to light wind, was swept away by the Niagara River's strong current and was forced to anchor within range of British guns. An artillery duel ensued. Elliott brought all his guns to his engaged side and continued the cannonade until his supply of ammunition was exhausted. Thereupon, he cut the cable; and the brig drifted down the river. She grounded on Squaw Island within range of both British and American batteries. Elliott and his men abandoned her; and, almost immediately, some two score British soldiers took brief possession of the brig. American guns soon drove them out with great loss, and both sides began pounding her with gunfire. The Americans finally set fire to and destroyed the battered hulk.

II

(ScStr: dp. 1,375; l. 185'0"; b. 35'0"; dr. 14.3'; s. 9.8 k.; cpl. 190; a. 1 11", 4 9", 1 60-pdr. P.r.; cl. *Adams*)

The second *Adams*—a single screw, wooden-hull, bark-rigged steamer—was laid down in February 1874 at Boston, Mass., by Donald MacKay; launched on 24 October 1874; and commissioned on 21 July 1876 at the Boston Navy Yard, Comdr. John W. Philip in command.

Though initially assigned to the North Atlantic Station, *Adams* appears to have had no real mission on that station. She spent most of her time in a succession of ports getting ready for permanent assignment. She departed Boston on 6 August, visited Philadelphia between 9 August and 3 September, and then returned to sea, bound for the Norfolk-Hampton Roads area. The warship tarried there from 6 September to 17 November at which time she got underway for Port Royal, S.C. She arrived in Port Royal



Adams moored off Vallejo, Calif., in mid-March 1898, shortly before the ship was placed out of commission at the Mare Island Navy Yard. (NR&L (O) 5806)

on 20 November and spent the winter of 1876 and 1877 there. On 9 March 1877, *Adams* headed back to Norfolk. She arrived there on the 12th and remained about five weeks. On 21 April, the warship put to sea for duty on the South Atlantic Station.

If her mission on the North Atlantic Station could be regarded as preparatory, her South Atlantic Station assignment might be called transitory. She arrived at Rio de Janeiro, Brazil, on 2 June. Over the next three months, *Adams* operated along the Brazilian coast, performing one search mission in June and a survey operation in July. On 8 September, she stood out of Rio de Janeiro and headed south toward the Strait of Magellan. Along the way, the warship called at Montevideo and Buenos Aires. She arrived at the Strait of Magellan on 12 November and remained in the vicinity almost a month to be available to provide assistance to Chilean government officials at Sandy Point during a mutinous situation there. *Adams* resumed her voyage on 8 December and entered port at Valparaiso, Chile, on the 14th.

On the first day of 1878, the warship stood out of Valparaiso bound for Callao and to begin cruising on the Pacific Station. She stopped at Callao from 11 January to 5 February and reached Panama on 21 February. *Adams* remained at Panama for three months. On 10 May, the ship embarked the Samoan plenipotentiary, la Mamea, who had just completed negotiations in Washington on a treaty of amity and commerce between the United States and his island kingdom, and she set sail to return him and his delegation to Samoa. *Adams* arrived in Apia harbor on 28 June and stayed for a month to participate in the requisite ceremonies and celebrations. Between 29 and 30 July, she made the transit from Apia to Pago Pago, the harbor the rights to which the United States had acquired as a result of the recent treaty. *Adams* returned to Apia for two weeks from 7 to 20 August and then got underway to return to the west coast of South America.

The warship arrived at Valparaiso, Chile, on 15 October and remained there until late November. On 21 November, *Adams* stood out of Valparaiso bound for Callao, Peru, where she arrived on 2 December for a two-month sojourn. She returned to sea on 5 February 1879 to voyage to Panama, reaching her destination on 14 February. After nearly three months at Panama, *Adams* headed back to Callao on 11 May and entered that port on the 20th. A week later, on the 27th, she stood out to sea and laid in a course to Panama on the first leg of a leisurely voyage up the coast via Punta Arenas in Costa Rica, La Union in Salvador (now known as El Salvador), and Acapulco and Mazatlan in Mexico. On 19 July, the warship arrived in San Francisco and, two days later, began a lengthy period of repairs at the Mare Island Navy Yard.

Adams concluded her long stay at Mare Island on 3 February 1880. She made the short trip back to San Francisco that same day and began preparations to return to duty on the Pacific Station. The warship put to sea again on 21 February and headed south. Voyaging by way of Pichilinque Bay and Mazatlan in Mexico, *Adams* arrived at the Gulf of Dulce in Costa Rica on 29 February and set about establishing a coaling point for ships serving on the Pacific Station. After completing that mission, the warship cruised on station between Costa Rica and Peru until the summer of 1881. On 11 June 1881, she departed Punta Arenas, Costa Rica, to return to San Francisco. She reached her destination on 12 July and entered the Mare Island Navy Yard on the 28th.

Adams left the yard on 23 August and returned to San Francisco for two days before heading back to the west coast of Latin America on the 25th. She arrived at Panama (then a part of the United States of Colombia) on 15 September to begin another seven months cruising along the Central American coast. On 11 April 1882, she concluded her assignment on the coasts of South and Central America by departing Panama and setting a course for California. The warship made stops in Mexico at Acapulco and Pichilinque Bay before reentering San Francisco Bay on 11 May. Two days later, she made the short trip to the Mare Island Navy Yard for a month of repairs.

Back at San Francisco on 11 September, *Adams* stood out to sea the following day. Instead of heading south to the coasts of Latin America, however, she pointed her bow north and made for Alaskan waters. The warship reached Sitka on 1 October and began a tour of duty in the northern Pacific of almost 23 months in duration. Her two main functions in Alaska seem to have been monitoring the seal fur industry and regulating the relations between the native Indian and Eskimo population and the multitude of white traders, trappers, prospectors, sealers, and whal-

ers that had established themselves in the area since the United States purchased the territory from Russia in 1867.

Adams had not been on station a month before her commanding officer had to intervene in two incidents involving representatives of the Northwest Trading Company and the native population. Both cases involved the accidental death of an Indian while performing work for the company. In the first instance Comdr. Merriman, backed by *Adams* and her guns, simply informed the Indians that their custom of levying reparations in the event of an accidental death did not apply in relations with white men and warned them that attempts to do so would bring swift reprisal. That tribe submitted with ill-concealed malevolence.

The second instance, however, required a more emphatic response. When an Indian shaman died as the result of an accidental explosion during a whaling operation on 22 October, the natives of the village of Angoon seized two white men and two of the three company vessels involved and demanded a payment of 200 blankets. The superintendent quickly put to sea in the company's steam tug *Favorite* and made the voyage to Sitka. There, Comdr. Merriman armed *Favorite* with a howitzer and a Gatling gun and mounted an expedition comprising *Favorite* and *Adams*' launch reinforced with 50 sailors and 20 marines from *Adams* and soon augmented by the revenue cutter *Corwin*.

Upon arrival at Angoon, the force collected as many of the Indians' canoes as possible, and Comdr. Merriman held a meeting with some of the Indians during which he made counter demands for the release of the hostages and a levy of 400 blankets in return for which the expedition would spare their canoes and village. To buy time, the Indians accepted the demands at first and released the hostages; however, after they had an opportunity to hide their canoes and gather their forces, the Indians refused to honor the agreement. Thereupon, *Corwin* and *Favorite* took the village under fire, destroying a number of houses. When the ships ceased fire, a landing party went ashore and set fire to some of the remaining houses. At that point the Indians submitted. Comdr. Merriman left a party of sailors at Angoon to insure continued good faith, and he and the remainder returned to Sitka in *Corwin* to reembark in *Adams*.

Adams patrolled Alaskan waters from her base at Sitka until late in the summer of 1884. On 19 August 1884, the warship departed Sitka and headed south along the coast of North America. She arrived in San Francisco on the 27th and moved to the Mare Island Navy Yard the following day. On 20 September 1884, *Adams* was placed out of commission at Mare Island. She remained inactive for a little more than a year. On 2 November 1885, she was recommissioned at Mare Island, Comdr. Louis Kempff in command. *Adams* spent the ensuing month preparing for an extended tour of duty on the coasts of Central and South America.

She stood out of San Francisco on 2 December and, after several stops at Mexican ports along the way, arrived at San Jose de Guatemala on 4 January 1886. For 16 months, *Adams* "showed the flag" along the western coast of Latin America between Guaymas, Mexico, in the north and Coquimbo, Chile, in the south. On 15 May 1887, the warship left Acapulco, Mexico, and set a course for the Hawaiian Islands. She arrived in Honolulu on 14 June.

As tantalizing as it might be to speculate on the relationship between her arrival in Honolulu and the "Bloodless Revolution of 1887" carried out during her extended stay in Honolulu, neither she nor her sailors participated in the events ashore. Her presence, however, probably fostered an air of sanguinity in the minds of those Americans who carried out reforms in the government of the native monarch. The political situation ashore did prompt the extension of her visit until almost three weeks after the elections held on 12 September. *Adams* steamed out of Honolulu on 2 October.

Leaving one Polynesian paradise in her wake, the warship set course for another—Samoa. She entered the harbor at Apia on the island of Upolu on 19 October. Her sojourn in the Samoan Islands came as a result of increased German influence in the islands and lasted almost without interruption—she made a round-trip voyage to Tonga in November 1887—until the beginning of 1888. During her stay, *Adams* also visited Tutuila and Pago Pago but returned periodically to Apia. On 1 February 1888, the warship departed Pago Pago and set sail for Hawaii. She arrived in Honolulu on 27 February and remained there until mid-May. On 14 May, *Adams* put to sea to return to Samoa where she

arrived at the end of the month. The warship spent the summer months of 1888 cruising among the major islands that make up the Samoan group, leaving the vicinity only once, in late July, for another visit to Tonga. On 15 September, *Adams* entered port at Apia and remained there until near the end of the first week in December.

On 6 December, she set sail for the United States. The warship made a stop of nearly two weeks duration at Honolulu early in January 1889 before resuming her voyage to the California coast. *Adams* reached San Francisco on 30 January. On 1 February, she moved to the Mare Island Navy Yard where she was placed out of commission briefly for repairs between 25 March and 22 April 1889. Recommissioned on the latter date, Comdr. Edwin T. Woodward in command, *Adams* took on stores and supplies before departing San Francisco on 18 June. She arrived at Honolulu on Independence Day 1889 and remained there for a month.

The duration of her stay in Hawaii resulted from the maturation of a plot to dethrone King Kalakaua and dissolve the reform government installed by American business and missionary interests as a result of the "Bloodless Revolution of 1887" that had been carried out in the course of *Adams'* previous extended sojourn in the islands. During the night of 29 and 30 July, insurgents occupied the palace grounds and a local militia unit, styled the Honolulu Rifles, took up positions in support of the government. By the evening of the 30th, the Honolulu Rifles had subdued the insurrection. At that point, a landing party from *Adams* went ashore and established itself in the vicinity of the American legation. The Hawaiian government restored order quickly without the necessity of American intervention, so the landing party reembarked in the warship the following morning.

On 4 August 1889, *Adams* departed Honolulu and shaped a course south to Samoa. The warship arrived at Apia, Samoa, on 20 August. For the next nine months, she remained in those islands serving as American station ship there making periodic visits to various of the islands. On 2 May 1890, *Adams* set sail from Pago Pago bound via Hawaii for the west coast of the United States. She entered San Francisco Bay on 24 June and moored at the Mare Island Navy Yard on the 25th. There, she was placed out of commission, in ordinary, on 31 July 1890. After almost 20 months of inactivity at Mare Island, *Adams* was recommissioned on 23 March 1892, Comdr. Thomas Nelson in command.

Upon resuming active service, the steam frigate rejoined the forces assigned to the Pacific Station and returned to one of her old haunts—Alaskan waters. She stood out of San Francisco on 12 April 1892 and, after stops in Washington state, arrived at Sitka, Alaska, on 17 May. For more than six months, *Adams* patrolled the sealing grounds of the northeastern Pacific enforcing regulations on the seal fur industry. On 1 December, the warship departed Unalaska to return to San Francisco for repairs. Arriving at her destination on 17 December, she moved to the Mare Island Navy Yard that same day and then entered drydock on the 20th. Refloated on 11 January 1893, *Adams* remained in the San Francisco Bay area until 12 April when she put to sea on her way to the Hawaiian Islands. Her mission, as in the past, was to observe conditions and protect American interests during a period of domestic political unrest. That situation had been brought about by the revolution of January 1893 in which the faction that favored annexation by the United States overthrew the native Hawaiian monarchy once and forever, replacing the government of Queen Liliuokalani with a republic. *Adams* arrived in Honolulu on 26 April 1893 and remained there for almost a year.

On 15 April 1894, the warship stood out of Honolulu and shaped a course for the northwestern coast of the United States. She arrived in Port Townsend, Wash., on 1 May. On the 4th, she entered drydock at Quartermaster's Harbor, Wash. On the 10th, *Adams* took departure from Port Townsend and headed back to Alaska. She reached Sitka on 26 May and resumed duty patrolling the sealing grounds on the 29th. That duty lasted until 27 August when she left Sitka, Alaska, to return to California. *Adams* arrived in San Francisco on 12 September and entered the yard at Mare Island that same day. The warship completed work in the drydock on 8 November only to be placed out of commission eight days later on 16 November 1894.

After more than 13 months of inactivity at the Mare Island Navy Yard, *Adams* was placed back in commission there on Christmas Eve 1895, Comdr. Eugene W. Watson in command. Following almost two months of preparations, the warship

exited San Francisco Bay on 18 February 1896 on her way to the Hawaiian Islands. She stood into Honolulu on 1 March and began nine months of duty there. *Adams* left Honolulu on 12 December and arrived at San Francisco on the 28th. After repairs, she returned to sea early in February 1897 to begin duty training recruit apprentices and cruised the waters along the California coast until the latter part of April. On 19 April, she cleared Magdalena Bay, in Lower California (Mexico), and shaped a course for Hawaii. During May, *Adams* visited Hilo and Honolulu before heading back to the west coast of the United States on 29 May. She arrived at Port Angeles, Wash., on 18 June and spent the summer and fall of 1897 visiting ports on the west coasts of Canada and the United States. On 21 November, *Adams* stood out of Magdalena Bay on her way to Hawaii again. The warship arrived at Hilo on 14 December. After stops there and at Honolulu, she put to sea to return to California on 6 January 1898. On 30 April 1898, *Adams* was decommissioned once more. She remained inactive for just over five months. On 7 October 1898, the warship was recommissioned, Comdr. George M. Book in command.

Adams returned to sea on 24 March 1899 with a full complement of recruits embarked for training. She arrived at Magdalena Bay for the usual month of drills at that location. On 4 May, she stood out of the bay for the portion of the training cruise that took her to Hawaii. Her visit to the islands lasted from 26 May to 19 June and included stops at Hilo, Lahaina, and Honolulu. *Adams* returned to the west coast of North America on 13 July at Port Angeles, Wash. A week later, she embarked on the Canadian leg of the voyage. *Adams* entered San Francisco on 26 July.

Apprentice training cruises along the west coast, punctuated by periodic voyages to Hawaii, occupied her time until the beginning of 1904. She returned to San Francisco from her last training cruise on 14 March 1904 and disembarked the apprentices for distribution throughout the fleet. At that point, *Adams* began fitting out for an extended tour of duty as station ship at Samoa. She stood out of San Francisco Bay on 24 April 1904 and, after sailing by way of Honolulu, entered port at Pago Pago at the beginning of June. *Adams* remained on station at Samoa for three years. On 17 June 1907, she set sail to return to the United States by way of the Indian Ocean, the Suez Canal, the Mediterranean Sea, and the Atlantic Ocean. On 21 November 1907, while *Adams* was completing the last leg of her voyage home, the Navy Department decided to loan her to the State of Pennsylvania as a school ship. She arrived at League Island, Pa., on 19 December 1907; and she was placed out of commission there on 31 December 1907.

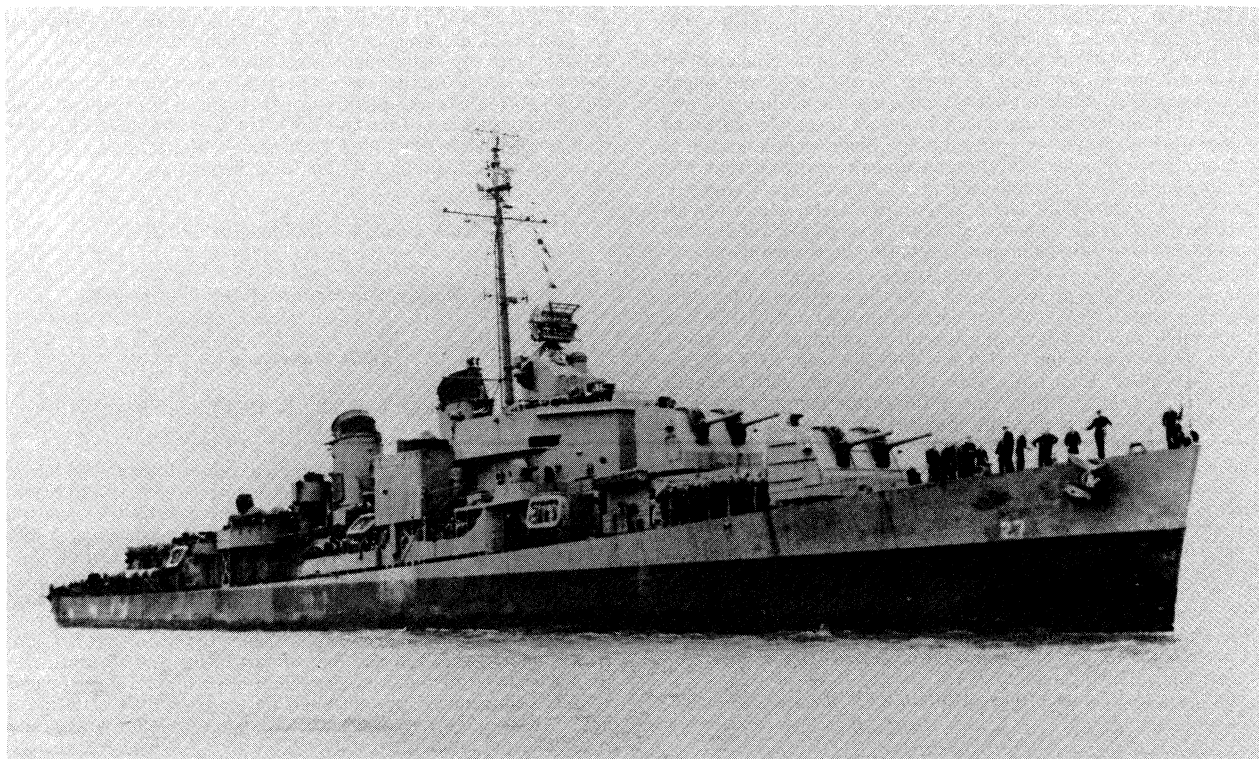
Turned over to Pennsylvania on 20 August 1908, *Adams* served as school ship for the Public Marine School at Philadelphia until returned to Navy custody on 6 February 1914. On 1 May 1914, she was loaned to the State of New Jersey to be used in training that state's naval militia. The warship continued to train New Jersey naval militiamen until after the United States entered World War I in 1917. Recommissioned on 27 August 1917, *Adams* served as station ship in the Delaware River through the end of the war and for some months thereafter. Decommissioned on 5 August 1919, *Adams* was sold to Mr. Joseph N. Tobin, 25 Church Street, New York City, in August 1920. The former warship operated briefly in mercantile service with a Polish company as *Stefan Batory* before being broken up in 1921 or 1922.

III

(DM-27; dp. 2,200; l. 376'6"; b. 40'10"; dr. 18'10"; s. 34. k. (tl); cpl. 363; a. 6 5", 8 40mm., 12 20mm., 2 dct., 4 dep., 80 mines; cl. *Robert H. Smith*)

The third *Adams* (DM-27) was laid down as DD-739—an *Allen M. Sumner*-class destroyer—on 20 March 1944 at Bath, Maine, by the Bath Iron Works; redesignated a destroyer minelayer, DM-27, on 20 July 1944; launched on 23 July 1944; sponsored by Mrs. Maude Ryan Adams, the widow of Lt. Samuel Adams; and commissioned at Boston, Mass., on 10 October 1944, Comdr. Henry J. Armstrong in command.

After fitting out there, she embarked upon her shakedown voyage on 1 November. That cruise, which took her to Bermuda waters, lasted for the entire month. On the 29th, she headed back toward the United States and arrived at Norfolk, Va., on 3 December. Following post-shakedown availability in the navy



Adams (DM-27) off San Francisco, California, 2 May 1946, in what is probably Measure 22 camouflage, Navy blue (lower color) and haze gray (upper color). (NH 77371)

yard there, she put to sea on 11 December with sistership *Shea* (DM-30), bound for New York and a rendezvous with *Bennington* (CV-20). The two destroyer minelayers departed New York with the aircraft carrier on 15 December and set a course for the Panama Canal. The three warships transited the canal on 20 December and, on the 22d, headed for the California coast. They arrived at San Diego on the 29th and remained there two days undergoing repairs. On New Year's Day 1945, they got underway again, headed for Oahu, and they arrived in Pearl Harbor six days later.

For almost two months, *Adams* remained in the Hawaiian operating area. During that time, she acted as plane guard for *Bataan* (CVL-29) while the carrier conducted carrier landing qualifications for naval aviators. She also carried out gunnery exercises and shore bombardment practice. The warship spent two periods in the Pearl Harbor Navy Yard—once for the installation of VF radar equipment and again to have her main deck plating strengthened. Early in February, she laid mines and tested mine detection equipment on them. Later, the warship conducted mine laying exercises. She finished out her tour of duty in the Hawaii area late in February with another plane guard mission with *Bataan*.

The destroyer minelayer stood out of Pearl Harbor on 2 March, bound for the western Pacific. She arrived in Ulithi Atoll on 14 March and remained until the 19th, when she put to sea with a task group of the Okinawa invasion force. The warship saw her first combat on 23 March, the day before she arrived off Okinawa. That evening, enemy aircraft attacked her task group. *Adams* sustained her first casualties when a projectile fired from the after five-inch mount exploded prematurely killing two sailors and injuring another 13. At dawn the following day, she began minesweeping operations off Okinawa. The destroyer minelayer provided gunfire support and mine destruction services to the wooden-hulled minesweepers (AM's) doing the actual sweeping.

Those operations continued over the next few days in spite of Japanese air resistance. During that time, she was attacked by at least twelve different planes. She knocked six of her tormentors out of the air and claimed probable kills of two others. On

the 28th, one of those attackers splashed about 25 feet from her port bow showering her with debris and gasoline. The damage she sustained in a collision with a salvage vessel forced her into the anchorage at Kerama Retto for emergency repairs. On 1 April, while she was operating to the southeast of Kerama Retto, a badly damaged Japanese plane splashed close aboard her stern; and what must have been two bombs exploded under her fantail causing severe damage and jamming her rudders at hard right. While she steamed in righthand circles, two more suicide planes swooped in at her. *Adams* destroyed one while the other succumbed to the antiaircraft battery of *Mullany* (DD-528), the ship dispatched to assist *Adams*. Later, *Adams* was towed into Kerama Retto to begin temporary repairs alongside *Endymion* (ARL-9).

Adams departed Kerama Retto on 7 April, bound ultimately for the United States and permanent repairs. She made stops at Guam and at Pearl Harbor before arriving at the Mare Island Navy Yard on 7 May. She completed repairs and post-repair trials and calibrations during the first week in July. On 6 July, she put to sea for exercises off Santa Catalina and entered port at San Diego on the 10th. After brief post-repair shakedown training and inspections, the destroyer minelayer stood out of San Diego on 17 July on her way back to Hawaii. She arrived at Oahu on the 23d and spent the next 11 days in gunnery exercises—both antiaircraft and shore bombardment—in the Hawaiian operating area.

On 4 August, she and *Koiner* (DE-331) departed Pearl Harbor, bound for the western Pacific. The two warships stopped overnight on the 11th and 12th at Eniwetok Atoll where they picked up *Sitka* (APA-113). They escorted the attack transport to the Marianas and arrived at Guam on 15 August, the day hostilities ceased. The following day, she got underway for Okinawa, arrived in Buckner Bay on 18 August, and remained there through the 31st. On 1 September, she stood out of Buckner Bay on her way to Japan. She arrived off Kagoshima, Kyushu, on the 3d and began sweeping a channel into the port. That operation continued until 9 September at which time she headed back toward Okinawa. She reached Buckner Bay on 11 September and re-

mained at anchor until the 16th. On that day, she put to sea to evade a typhoon but returned to port on the 18th.

She departed Okinawa again on 24 September; headed for Japan; arrived in Ise Wan, Honshu, on the 26th; and began minesweeping operations in preparation for the landing of Army troops at Nagoya. She anchored in Ise Wan on the 28th and remained there while her commanding officer, double-hatted as task group commander, directed the minesweeping mission. She remained at Ise Wan through the end of October. On 1 November, the destroyer minelayer laid a course for Sasebo where she arrived two days later. She stayed there through most of November provisioning ship from units preparing to return home.

On 25 November, *Adams* left Sasebo to voyage to Kiirun, Taiwan, where she arrived on the 28th and reported for duty with Task Group (TG) 70.5. She returned to sea with TG 70.5 on 4 December for a 10-day minesweeping assignment in Taiwan Strait. At the conclusion of that mission, she returned to Kiirun on 15 December. Four days later, she put to sea with a convoy bound for Shanghai, China, and entered the Yangtze River on the 21st. *Adams* remained at Shanghai until 3 January 1946. Between 3 and 6 January, the warship voyaged back, to Sasebo where she rejoined the 5th Fleet.

Adams continued similar duty in Far Eastern waters until early April when she headed back to the United States. Upon her arrival home, she was assigned to the 1st Fleet and served in it until decommissioned in December. The destroyer minelayer was berthed with the San Diego Group, Pacific Reserve Fleet. She remained in reserve for almost 23 years. On 7 February 1955, while still in reserve, she was redesignated a fast minelayer MMD-27. Her name was finally struck from the Navy list on 1 December 1970, and she was sold to Chow's Iron & Steel Co., of Taiwan, on 16 December 1971.

Adams (DM-27) earned one battle star for World War II service.

Adams, John, see *John Adams*

Adams, Charles F., see *Charles F. Adams* (DDG-2)

Adams, President, see *President Adams* (AP-38)

Adams, Walter, see *Walter Adams*

Adario

An Indian chief of the Tionontati subtribe of the Huron division of Iroquois. *Adario* was also known by the names of Kondiaronk, Sastaretsi and The Rat. He allied himself and his warriors to the French and aided them in battle against other tribes. He bravely led the Huron in numerous engagements. *Adario* was at Montreal in August 1701 to negotiate a treaty when he was taken sick and died. The French gave him a royal funeral and erected a tombstone over his grave reading "*Cy Git Le Rat, Chef Huron*" or "Here lies the Rat, Chief of the Huron."

(Lighthouse tender: dp. 575; l. 161'0"; b. 27'0"; dph. 12'0"; dr. 6'9" (mean); cpl. 27)

Zizania—a lighthouse tender built at Baltimore in 1888 for the United States Lighthouse Service—was transferred to the War Department by an executive order dated 24 April 1917. Subsequently reassigned to the Navy, *Zizania* served during World War I as a tender to section patrol craft operating in the 1st Naval District. When control over the Lighthouse Service on 1 July 1919 reverted to the Department of Commerce, *Zizania's* name was struck from the Navy list. Based at Portland, Maine, she resumed duty tending lighthouses along the New England coast and remained so employed until 1925 when her name was dropped from the list of Lighthouse Service vessels.

Little is known concerning *Zizania's* fate from 1925 to 1938. By the latter year, she was owned by Mr. John F. Burke and operated out of Boston, Mass. The Navy reacquired her through the Maritime Commission on 9 August 1943 at which time she was placed in service at Norfolk, Va. On 26 August, she was renamed *Adario* and designated YNT-25. She spent the remain-

der of World War II operating at Norfolk under the control of the Commandant, 5th Naval District. During her term of service, *Adario* probably performed more tug duties than net tender chores for, on 4 August 1945, she was redesignated a medium tug, YTM-743. She was placed out of service on 17 April 1946, and her name was struck from the Navy list on 1 May 1946. She was transferred to the Maritime Commission's War Shipping Administration on 21 January 1947 for final disposition.

Adder, see A-2 (Submarine No. 3)

Adder, Marine, see *Marine Adder* (T-AP-143)

Addie and Carrie

(Barge: t. 179 (gross); l. 113'2"; b. 29'4"; dr. 5'9" (mean); cpl. 10)

Addie and Carrie—a wooden-hulled, non-self-propelled barge built in 1884 at City Island, N. Y.—was inspected in the 2d Naval District on 30 July 1918 and, on 6 September 1918, was ordered to be taken over by the Navy. A letter was accordingly dispatched to her owners, the T. A. Scott Wrecking Co. of New London, Conn., on 9 September, and the craft was acquired by the Navy shortly thereafter. Designated Id. No. 3226, *Addie and Carrie*—sometimes referred to in dispatch traffic as merely *Addie*—served as a salvage barge attached to the Salvage Station, New London, through the end of hostilities and up until the termination of all Navy salvage activities of privately owned vessels was ordered discontinued on 15 May 1919. Five days later, *Addie and Carrie* was returned to her prewar owners for a resumption of civilian pursuits.

Addie Douglass

Addie Douglass—a screw tug built at Philadelphia in 1862 and purchased by the Navy on 31 October 1863—was renamed *Poppy* (*q. v.*) sometime before she was commissioned on 10 November 1863.

Addison County

A county in west central Vermont.

(LST-31: dp. 3,960; l. 328'; b. 50'; dr. 14'1"; s. 11.6 k.; cpl. 119; a. 6 40mm, 12 20mm, 2 .30-cal. mg.; cl. LST-1)

LST-31 was laid down on 2 February 1943 at Pittsburgh, Pa., by the Dravo Corp.; launched on 5 June 1943; sponsored by Mrs. Maurice Endres; accepted by the Navy and placed in reduced commission on 10 July 1943; and sailed to New Orleans where she was placed in full commission on 21 July 1943, Lt. John D. Schneidau, Jr., USNR, in command.

The new tank landing ship got underway on 29 July for Panama City, Fla., where she conducted a series of beaching exercises. *LST-31* returned to New Orleans on 7 August to take on cargo for transportation to the Pacific. After a brief port call at Guantanamo Bay, Cuba, the vessel transited the Panama Canal on 24 August and joined the Pacific Fleet. She then continued on to San Diego, Calif., where she arrived on 13 September.

After participating in beaching exercises in the San Diego area, the ship stopped at Port Hueneme and at San Francisco, Calif., to take on cargo. She left the west coast on 15 October bound for Hawaii, reached Pearl Harbor on the 25th, and began unloading. When this task was completed, *LST-31* again weighed anchor on 5 November and shaped a course for the Gilbert Islands. As a member of 5th Amphibious Force, the ship was slated to take part in the assault on Makin Island.

LST-31 arrived off Makin on the 20th and began discharging troops and cargo ashore. She remained off that atoll until 3 December, when she got underway to return to Pearl Harbor. Shortly after her arrival, the vessel entered the Pearl Harbor Navy Yard for repairs and alterations. While her engines were

being overhauled, additional 40-millimeter and 20-millimeter guns were installed. The yard period ended in early January 1944, and the refurbished vessel then took part in training exercises off Maui in preparation for the forthcoming invasion of the Marshall Islands.

The tank landing ship left Pearl Harbor on 19 January and set a course for Kwajalein. She anchored off that atoll on 1 February and began discharging her cargo in support of operations in the Marshalls. On 12 February, the ship began embarking troops for the invasion of Eniwetok and, five days later, sortied with LST Group 8. She beached at Eniwetok on the 20th and began landing her soldiers and discharging cargo ashore. *LST-31* remained there until 20 March, when she got underway for Hawaii. She stopped en route at Kwajalein and Tarawa to take on cargo and passengers and finally reached Pearl Harbor on 15 April.

Following repairs in drydock there, she resumed operations on 10 May with a series of training exercises in Hapuna Bay, Hawaii. On the 25th, *LST-31* left Hawaiian waters, bound for Eniwetok. Upon her arrival at that atoll on 7 June, she refueled and took on cargo in preparation for operations against Saipan. The vessel arrived off Saipan on 14 June and began discharging troops and supplies ashore. She cleared the area on the 23d and returned to Eniwetok to replenish her cargo.

LST-31 arrived back at Saipan on 17 July; unloaded supplies and small craft; and, during the next few weeks, served as a hospital ship. At night, she anchored off Saipan to receive casualties and was underway off Tinian during daylight hours. This assignment occupied the ship through 21 August, when she began a round-trip voyage to Eniwetok. After returning to Saipan, the vessel underwent three days of voyage repairs and got underway on 23 September for the west coast of the United States. En route, she touched at Eniwetok; Apamama and Makin Islands, Gilbert Islands; and Pearl Harbor. She left the latter port on 6 November and reached San Francisco, Calif., on 17 November 1944.

After one day in port there, *LST-31* sailed to San Pedro to enter the West Coast Shipbuilding Co. yards for extensive alterations and repairs. The ship left the yard in early February 1945, conducted sea trials, and arrived at the Mare Island Navy Yard, Vallejo, Calif., on 18 February to take on an amphibious craft. She then visited Seattle, Wash., for additional repair work. On 10 March, the vessel got underway for Hawaii and reached Pearl Harbor on the 23d.

LST-31 left Hawaii on 4 April for Okinawa. She embarked passengers and loaded supplies at Eniwetok and Guam before proceeding on to the Ryukyus and anchoring in waters off southwestern Okinawa on 3 May. She remained in the area for approximately three weeks providing logistic support to troops fighting on Okinawa. The ship arrived at Ulithi on 28 May; took on cargo; and, on 2 June, set a course for the island of Leyte in the Philippines.

During the months of June, July, and August, *LST-31* operated between the Philippines and Okinawa, transporting supplies and troops between the two points to build up Okinawa as a base for the conquest of the Japanese home islands. However, this invasion was obviated when Japan capitulated on 15 August. The ship then began moving occupation troops and equipment to Japan from various points in the Philippines. She first arrived in Japanese waters on 15 September, when she dropped anchor in Tokyo Bay.

On 30 November, *LST-31* was assigned to duty in Japan with the 5th Fleet, Amphibious Group 11, LST Flotilla 35. However, these orders were superseded late in December; and the ship was slated for decommissioning. She was scheduled to be turned over to the Japanese merchant marine to be manned by a Japanese crew under American control for use in repatriating Japanese citizens and shuttling supplies between Japanese ports. After the ship was stripped of all armament and other wartime equipment, *LST-31* was decommissioned on 8 January 1946 and transferred to the Japanese.

The vessel operated under Japanese control into May 1948. She left Yokohama on the 3d of that month and shaped a course for the west coast of the United States. The tank landing ship was later berthed in the Seattle area. On 1 July 1955, *LST-31* was named *Addison County*. Her name was struck from the Navy list on 11 August 1955, and she was subsequently sunk as a target.

Addison County earned five battle stars for her World War II service.

Addison F. Andrews

On 13 January 1984, the United States Revenue Cutter Service harbor boat *Addison F. Andrews* was renamed *Bronx* (q.v.).

Adela

(SwStr: t. 585; l. 211'; b. 23'6"; dph. 12'; dr. 9'3"; s. 12 k.; cpl. 70; a. 2 20-pdr. P.R., 4 24-pdr. sb.)

In the spring of 1862, when the American Civil War was about a year old, *Adela*—a fast, iron-hulled, sidewheel steamer which had been operating out of Belfast, Ireland, as a merchantman—was purchased by some now unidentified agent who planned to use her for carrying arms and other contraband cargo through the Union blockade to the Confederacy. She steamed in ballast via Glasgow to Liverpool in May and—toward the end of that month—cleared the latter port, bound for the Bahamas where she planned to fill her holds with ordnance for the Confederate forces.

After a stop en route at Bermuda, the ship got underway on 4 July and headed for the island of New Providence to take on her forbidden cargo at Nassau and to prepare for a dash through the Union blockade. Shortly after dawn on the 7th, lookouts on Northern warships, *Quaker City* and *Huntsville*, spotted the would-be blockade runner northwest of Great Abaco Island, endeavoring to evade them. The blockaders immediately gave chase.

As the three speeding vessels approached New Providence, *Quaker City* hoisted the Stars and Stripes and fired a shell across *Adela's* bow, signaling her to heave to. After the fleeing steamer had ignored not only that round, but a second in the same direction and two more behind her stern, *Quaker City* sent a fifth shell directly into her stubborn quarry. Nevertheless, despite having taken a damaging direct hit, the sidewheeler continued her efforts to get away. Finally, a sixth shot into *Adela's* beam persuaded her commanding officer, James Walker—a former master of the Cunard Line's famed sidewheeler *Great Eastern*—to stop. A prize crew from *Quaker City* boarded the British steamer, and the Union warship towed the captured vessel to Key West where she was turned over to the Admiralty court.

British authorities strongly protested this action by the Union blockaders, demanding the release of the ship and of two bags of mail which the prize had been carrying. One had been taken on board at Liverpool and the other at Bermuda. The ensuing protracted diplomatic relations delayed the United States attorney at Key West as he attempted to press charges against the ship, but did not save her from ultimate condemnation. The Union case was strengthened by the fact that *Adela's* master removed the mail bags from the courthouse and destroyed their contents which was thereafter presumed to contain evidence of forbidden activity. Once the vessel finally had been condemned, the Navy purchased her on 23 May 1863.

The former blockade runner was then fitted out at the New York Navy Yard for blockade duty off the Confederate coast. No logs for the ship seem to have survived, and no other documents have been found which record the date of her being placed in commission by the Union Navy. However, we do know that her active service began on or before 13 June 1863, for on that night *Adela*—commanded by Acting Volunteer Lt. Louis N. Stodder—left the navy yard, bound for Key West, Fla., to join the East Gulf Blockading Squadron.

Meanwhile, during the time *Adela* was being prepared for active service, CSS *Florida* and CSS *Clarence*—a Northern merchant brig which the former Confederate cruiser had captured on 6 May 1863, armed, and commissioned as a raider—were causing great consternation among merchants in the North by voraciously preying upon Union shipping. As a result, on 13 June 1863—the day of *Adela's* first getting underway as a Union warship—Secretary of the Navy Gideon Welles telegraphed the commandant of the New York Navy Yard orders to send whatever vessels he had available to sea in pursuit of *Clarence*.

Adela was one of the vessels that responded to this call to action. Word of her new mission overtook her in the wee hours of the 14th while she was still in the vicinity of New York; and she cruised south as far as Ocracoke Inlet, N.C., overhauling and boarding every vessel that she encountered. The papers of each were found to be in order, and all were allowed to resume their voyages. During the cruise, *Adela* proved to be, in the word of

Stodder, "... a fine sea boat..." which "... made 14 knots ... in a moderately heavy sea ...". She put into Hampton Roads on the 18th to recoal and to obtain further orders. Welles wired Stodder instructions to resume the hunt; and, after getting underway again on the 20th, *Adela* "... proceeded off Indian River Inlet, but could gain no information of the *Tacony*..." (On 12 June 1863, the daring Confederate naval officer, Lt. Charles William Read, in *Clarence* had captured the bark *Tacony* and, upon learning from the prize's log that she was a faster sailer than *Clarence*, transferred his crew and ordnance to *Tacony* and burned *Clarence*.)

Stodder then returned to sea and heard from a passing merchantman that *Tacony* had been seen heading southeast. *Adela* cruised unsuccessfully in that direction until her depleted bunkers prompted Stodder to change to a southwesterly course toward Port Royal, S.C. After taking on coal at that Union naval base, the ship got underway on 30 June and arrived in Hampton Roads of the morning of 3 July.

Meanwhile, Lt. Read—after learning from prisoners captured in his prizes that many Union warships were at sea searching for *Tacony*—had again changed ships, shifting to the captured schooner *Archer* on the night of 24 and 25 June. In her he entered the harbor at Portland, Maine, during the evening twilight of the 26th and anchored without arousing suspicion. At 0130 the following morning, he and most of his men clambered up the sides of *Caleb Cushing* and took over that revenue cutter from her astonished and sleepy crew. However, Read's spectacular series of successes was nearing its climax. He was forced to surrender at 1130 to the commandeered Boston Line steamer *Forrest City*.

Thus, the end of the threat from Lt. Read, the ship-hopping commerce raider, freed *Adela* to turn her attention back to her original assignment, service in the East Gulf Blockading Squadron. She steamed from the Virginia capes back to New York for voyage repairs and reprovisioning at the New York Navy Yard.

On 7 July, Welles ordered Stodder "... to proceed with the U.S.S. *Adela* to Key West..." but the steamer was not ready until late in the month and departed New York on the 30th. No record of her voyage to Florida waters seems to have survived, but the ship must have reached Key West by 28 August, for she was then under orders to take blockade station off St. Andrew's Sound. The steamer served in that body of water until sometime during the latter part of September when she proceeded to Tampa Bay to relieve the screw gunboat *Sagamore* which had been patrolling there.

On 13 October, *Tahoma* joined *Adela* in Tampa Bay. That screw gunboat's commanding officer, Lt. Comdr. Alexander A. Semmes, had instructions from the commandant of the East Gulf Blockading Squadron, Rear Admiral Theodorus Bailey, to land an armed expedition—manned by detachments from *Adela* and his own ship—to destroy two blockade runners that were reportedly anchored in the Hillsboro River, loading cotton.

On the morning of the 16th, the two Northern warships moved in closer to Tampa and, when some 2,000 yards from Fort Brooke, began bombarding the batteries which protected the town. The shelling was primarily intended to divert the attention of Confederate forces from the real purpose of expedition—the blockade runners. To confirm the false impression that the Union forces intended to land northeast of the fort, Semmes had some stakes placed in that vicinity. The ruse seems to have succeeded for his report of the expedition stated that "... that night quite a force was sent there to oppose a landing."

When the guns in Fort Brooke did not respond to the fire from the gunboats, *Tahoma* and *Adela* slackened the pace of their cannonade, but fired intermittently thereafter until they withdrew late in the afternoon. Then, under cover of darkness, they lowered several boats and filled them with 100 men—60 from *Tahoma* and 40 from *Adela*—several officers, and a guide. The men pulled stealthily for shore, landed on the western shore of Old Tampa Bay, and marched some 14 miles through the dark swampland to the Hillsboro River. The guide who directed the Union sailors to the blockade runners, Mr. James Henry Thompson—a resident of Florida loyal to the Union—was so ill that he had to be carried on a litter.

When they finally reached the river bank they found the blockade runners—steamer *Scottish Chief* and sloop *Kate Dale*—floating in the stream. The men from the Northern ships put the torch to both vessels and, once sure that the cotton-laden Confederate ships were ablaze and damaged beyond possible salvage, retired along the path whence they had come.

However, two men escaped from the burning ships, fled to Tampa, and alerted Southern defense forces of the Northern raid. As the Union sailors neared the shore, they encountered and attacked an armed Confederate scouting party dressed in civilian garb. In the ensuing melee, they captured two of the Southerners before the others took to their heels. A short time later, the Yankees emerged on the beach, only to learn that the mounted Confederate troops, reinforced by infantry, were lurking in the woods nearby.

Meanwhile, lookouts on the Union gunboats spotted their returning shipmates; and, almost immediately, boats were lowered and their crews began pulling for shore. Then the Southerners opened fire from the forest and managed to kill two sailors, to wound 10 others—one mortally, and to capture five. The rest of the raiders entered the boats and returned safely to their ships.

During the fighting ashore, *Adela* shelled the thicket to help the landing party to reembark. Among the casualties suffered by the landing force, one of the two killed outright was from *Adela*'s crew and one of her four wounded died soon after returning. One of her men was captured.

Soon after participating in this successful but costly action, *Adela* moved to St. George's Sound, took station off the East Pass to that body of water before the end of October, and served well into the spring of 1864. The most interesting event during her protracted service at that place did not involve her directly. Early in May, Confederate forces completed plans for a joint Army-Navy operation whose "... object was..." in the words of Lt. William Budd of the Union converted ferryboat *Somerset*, "... the capture of the U.S.S. *Adela*, intending in the event of their being successful, to carry her into Mobile or to burn her..." Budd learned of this plan and, on the night of 12 May, landed an expedition from his ship and the schooner *James S. Chambers* near the town of Apalachicola. This group of fighting Union sailors dispersed the Confederate forces as they were embarking and captured six of their seven boats, a large amount of equipment, and four of their men.

About this time, *Adela* shifted to the West Pass of St. George's Sound and was stationed there into August when she shifted to the West Pass of Apalachicola. She served at that post into September when she moved to St. Marks, Fla.

The steamer was back off St. George's Sound—this time the middle entrance—on 6 November when a lookout on the masthead reported a strange sail. When Stodder ordered his engineers to get up steam, the stranger headed close to the breakers. *Adela* then launched her boats which rowed through the dangerous surf and took possession of the Confederate schooner *Badger*. The Southern vessel had just left St. Marks, bound for Havana laden with cotton.

Later in the month, *Adela* steamed north to New York. Following repairs in the navy yard there which lasted until late in March, the ship was assigned to the Potomac Flotilla, and she guarded the water approaches to Washington during the troubled days following the assassination of President Lincoln. After the Potomac Flotilla was disbanded at the end of July, the ship returned to New York. Since her logs have apparently not survived, the ship decommissioning date is unknown, but she was sold at public auction at New York on 30 November 1865. Her subsequent career remains a mystery.

Adelaide

(SwStr: t 734; l. 233'0"; b. 32'1"; dr 8'10")

Sidewheel steamer *Adelaide* was built in 1854 at Greenpoint, Long Island, N.Y., by the firm of Lupton and McDermott for Cornelius Vanderbilt who intended to send her round Cape Horn for service in the rivers and shallow coastal waters of California during the Gold Rush. However, changing business conditions caused this plan to be cancelled; and the ship was sold while she was still under construction to the Calais, Maine, Steamboat Company for which she operated as a passenger packet between Boston and New Brunswick, Canada.

The Baltimore Steam Packet Company purchased the vessel early in February 1859 to replace its steamer *North Carolina* which had caught fire at sea while en route to Norfolk, Va., on 29 January of that year and had sunk early the following morning. *Adelaide* arrived at Norfolk late in February and took up duty carrying passengers between that city and Baltimore.